

REMARKS

Applicant acknowledges the allowance of Claims 6-10, as set forth at paragraph 6 of the Office Action, and the indication of the allowability of the subject matter of Claims 1-5, as set forth at paragraphs 4 and 5 of the Office Action. In particular, Claim 1 would be allowable if amended to overcome the rejection under 35 USC §112, second paragraph, while Claims 2-5 would be allowable if rewritten in independent form, including an amendment to overcome the rejection of Claim 3 on formal grounds.

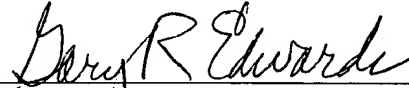
By the foregoing amendment, Applicant has amended Claims 1 and 3 in a manner which addresses and is believed to resolve the formal grounds of rejection set forth at paragraph 3 of the Office Action. Accordingly, Claims 1-5 should now be allowable. In view of the previous allowance of Claims 6-10, all claims of record in this application are now allowable.

In light of the foregoing remarks, this application should be in condition for allowance, and early passage of this case to issue is respectfully requested. If there are any questions regarding this amendment or the application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

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If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and please charge any deficiency in fees or credit any overpayments to Deposit Account No. 05-1323 (Docket #951/49531).

Respectfully submitted,



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VERSION WITH MARKINGS TO SHOW CHANGES MADE TO THE CLAIMS

1. (Amended) A [vehicle] steering column ignition lock having a lock housing for fastening to [the] a vehicle, a closing cylinder that is rotatable in the lock housing and is coupled to a steering locking mechanism and to an electric switch for [the] ignition current, and closing pins that are movable in the closing cylinder by means of a key, whereby the closing cylinder either can be rotated relative to the lock housing or is blocked against rotation, wherein:

a sleeve is installed rotatably into the lock housing, with the closing cylinder inserted rotatably into the sleeve;

the closing pins are engageable with said sleeve to block relative rotation between the sleeve and the closing cylinder;

a locking bolt is slidable within the lock housing to engage with a slotted opening of the sleeve, blocking rotation of the sleeve relative to the housing; and

the locking bolt has an electromagnet that is activatable with a remote controller to withdraw said locking bolt from engagement with the slotted opening of the sleeve.

3. (Amended) The steering column ignition lock, as claimed in Claim 1, wherein a periphery of the sleeve has an eccentric, which pushes the locking bolt in a radially outward direction when the sleeve is rotated into [the] a lock position thereof.